

IDAHO AVIATION REPORT

VOLUME 38, NO. 3

SUMMER 1992



CHIEF'S BRIEF

GOODBYE

I have accepted a position with the Idaho Military department effective this July, and will be leaving the Bureau of Aeronautics.

The major goals we have set have been achieved: improved relations with the aviation community, encouragement and growth of general aviation and general aviation organizations, aviation education programs, and increased funding for Aeronautics' programs. We've conducted our business openly and have

involved our users in our decisions and in our programs. With this partnership in place, I feel comfortable in leaving to accept new challenges.

I plan to continue my involvement in aviation as an aircraft owner and Idaho pilot. I encourage you all to continue expressing your views and taking action when necessary to assure Idaho's aviation future.

Goodbye, and I'll see you around the pattern.

HELLO TERRIE

I'm pleased to introduce the newest member of the Bureau's management team. Terrie Rosenthal joined our staff as Senior Administrative Assistant, and will oversee the administrative and financial functions, budgeting, publications, and a number of other projects. Terrie brings a wealth of business experience and knowledge to Aeronautics and we are happy to have her. The next time you call or stop by our office, please make it a point to say hello to Terrie.



WILSON BAR CLOSURE

The U.S. Forest Service recently issued an order which prohibits use of the Wilson Bar Airstrip on the Salmon River.

Two years ago the Bureau of Aeronautics applied for and was denied a special use permit to operate the airport. Although the airport has been used by the public for 40 years, the Forest Service has taken the position that it is not an airport. Wilson Bar is important because it represents the only public access airport on the wild Salmon River.

Anyone concerned over this issue should write to Bob Abbott, Slate Creek Ranger Station, White Bird, ID 83554, or telephone 756-2211. The Forest Service has not been willing to recognize the airport, and asserts that the issue is closed because it wasn't brought up when they prepared their Wild River Management Plan. However, their plan is soon due for revision, and either now or when the plan is revised, the airport issue must be given a full public discussion. Any Wilson Bar decision must be based on that discussion. Please make your opinions be known.



MOUNTAIN HOME AIR FORCE BASE - THE FUTURE

As a result of shifting Air Force policy Mountain Home Air Force base will experience a dramatic change in the next few months. The current proposals call for a new Composite Wing to be established at Mountain Home. The aircraft expected to be assigned there include F-15C/D and F-16C fighters, B-52 bombers, E-3B/C AWACS, and KC-135/KC-10 tankers.

Clearly, the operation of these new and quite complex aircraft will require a significant number of people in both support and operational capacities. Many of these dedicated "blue suiters" have already arrived on base and are looking forward to enjoying the Idaho lifestyle.

Regardless of their individual roles, the people assigned to the base have two primary goals to accomplish. They want to be professionals in their assigned mission, and they want to be good neighbors.

Apart from the discussions related to the appropriate use of the land proposed for training range facilities, general aviation pilots in Idaho have legitimate questions regarding the impacts on flying safety in the airspace around, and adjacent to the military training ranges.

In the initial discussion and evaluation process, the Air Force appeared to be willing to identify a VFR corridor along State Highway 51, to accommodate GA traffic transversing along a north-south route. That may no longer be true. While they acknowledge the fact that a certain level of GA traffic exists in that corridor, the mood now may be shifting to basic MOA operations: see and be seen.

The military has, for years, emphasized lookout training for their pilots. In these days of "Star Wars" technology with aircraft systems that can read the fine print on your

wristwatch, even with the increased demands of the mission, these fighter pilots are normally going to spot other aircraft in the area. However, there will be those instances when even the most rigorous visual scan effort breaks down and that will be the time we need a back-up safety feature to ensure separation of aircraft.

The Department of Defense has scheduled another comment period for the proposed airspace changes around Mountain Home Air Force Base. We urge you to participate in this process to let the government know how you feel about these changes. If you can't make the public hearings, written comments may be sent to:

Lt.Col Thomas J. Bartol
Director Environmental Division
AFCEE/ESE
Norton AFB CA 92409-6448

THUNDERSTORMS

The National Transportation Safety Board (NTSB) lists an average of 20 accidents annually that stem from thunderstorm encounters. Aviation in Idaho is not exempt from that type of safety consideration. The following is a brief summary of one accident that is a typical example:

A Cessna 210 was IFR at 15,000' between Spokane and Mullan Pass VORs. The pilot reported extreme turbulence and that he was unable to change radio frequencies when requested by Center. No further radio contact was received. The aircraft was observed on radar to rapidly climb to 16,500' and then descend off radar in less than 45 seconds - the wreckage was found scattered over a large area and indications were the aircraft had broken up in flight.

This accident was preventable because Flight Service had briefed the pilot on a line of CB's east of Spokane that topped out at above flight level 400. Seattle Center also informed the pilot that he was flying into an area of severe thunderstorm activity. The pilot was instrument rated and the aircraft was equipped with a new stormscope.

Encounters with thunderstorms in light aircraft are generally a prelude to disaster. When thunderstorms are reported, if you can't circumnavigate them, sit them out or re-plan your trip to a destination that won't get you involved with these weather phenomena.

USERS INVITED TO COMMENT ON FAA AIRWAY FACILITIES

A system evaluation of the FAA's Airway Facilities serving the Boise, Idaho, airport is planned for July 21-24, 1992. This evaluation is designed to determine the performance of the FAA's electronics facilities from the user's (customers) perspective. Previous evaluations have focused on compliance with agency directives and policy.

A "brown bag" lunch meeting is scheduled for July 21, 1992, from 1100-1300 in the Idaho Bureau of Aeronautics conference room (3483 Rickenbacker-2nd floor). This meeting is intended to solicit input from members of the aviation community regarding the specific performance of the FAA's navigational, communications, radar, instrument landing, and visual navigation equipment.

Those who wish to provide comments, but cannot attend the meeting can submit them to:

F.J. "Chuck" Palumbo
Technical Evaluator
FAA Northwest Mountain Region
Airway Facilities Division, ANM-463D
1601 Lind Avenue SW
Renton WA 98055-4056

Idaho
Transportation Department

Governor **CECIL D. ANDRUS**
Director **KERMIT KIEBERT**
Chief of Aeronautics **WILLIAM C. MILLER**

Aeronautics Advisory Board
Chairman **H.P. HILL**
Member **HARRY MERRICK**
Member **WILLIAM PARISH**

Bureau of Aeronautics
3483 Rickenbacker Street
Boise, ID 83705
(208) 334-8775

SAFE PILOT AWARDS AND AVIATION CONFERENCE LAUNCH SPRING AND SUMMER ACTIVITIES

The Idaho Safe Pilot Awards Program opened this year at the annual "Gathering of Eagles" event in Coeur d'Alene in March. Over 100 North Idaho and Eastern Washington aviation buffs attended the banquet and awards ceremony at the Coeur d'Alene Holiday Inn. Master of Ceremonies Gene Soper put together another of his famous extravaganza shows which featured Idaho historian Arthur Hart as guest speaker. Mr. Hart's account of the development of Idaho aviation seemed to include a bit of history that personally touched each person in the audience.

The long awaited statewide Aviation Conference was convened on April 25th, at the Cactus Pete hotel and convention center. Expectations that ramp space would be crowded were quickly realized. At around 2:30p.m., the available 45 spaces on the asphalt were gone and the ramp crew of Ray Glidden and Gene Geiger, ably assisted by Dick Reeder and others, were carefully towing late arrivals into the dirt parking area.

Saturday afternoon seminars were well attended. Two gentlemen from Hill Air Force Base in Utah, Barry Webster and John Rock, were present to address issues related to Special Use Airspace. John Goostrey presented the FAA Wings Program, for which he has achieved a certain degree of fame. John's presentations always draw large crowds and this event was no exception.

The Idaho 99's conducted the Women in Aviation seminar, which focused on the urgent need to attract Idaho students, especially young women, into aviation and aerospace careers.

The conference was also designed to allow various groups to convene for membership meetings. The Idaho Aviation Association and the 99's took advantage of the opportunity to conduct both business and pleasure on Saturday afternoon.



**MORE PHOTOS
ON PAGE 6**

The Sunday brunch for the Safe Pilot Awards Program featured Dave Sclair, publisher and editor of the General Aviation News and Flyer, as guest speaker. Dave's insights regarding the future of general aviation left everyone with a positive feeling about what we can all do to strengthen and expand the role GA plays in our society. We appreciate Dave and Mary Lou's willingness to take the time to help make the conference memorable for everyone who attended.

We are now looking forward to next year's conference and will be trying to determine where it should be located. As promised, the site will be somewhere in Idaho. We encourage any interested organizations or individuals to let us know about your interest in hosting the conference in 1993. We will build on the success of this year's inaugural event and expect great things for the next one.

If you were eligible for a plaque this year (25 year, million mile, etc.) and were unable to attend the banquet or convention, please come by our office and pick yours up.

FIRE SEASON - TEMPORARY FLIGHT RESTRICTIONS

Fire season in Idaho normally arrives in June and runs through September. The continuing drought conditions make it highly probable that we will be faced with high to extreme fire conditions the entire period.

This is a reminder for all pilots to check the NOTAMS for any Temporary Flight Restrictions (TFRs) that may be in effect over fire areas. These TFRs cause all aviators some inconvenience, however, they are needed to protect the general public and the fire suppression aircraft. In the interests of everyone's safety, avoid these areas when you are planning your flying activities this summer.



YOUNG IDAHO ARTISTS COMPETE FOR INTERNATIONAL HONORS

More than 350 entries were submitted by Idaho students from age 5 through 16, for this year's International Aviation Art Contest. Three winners from three age groups were selected to compete at the national level finals in Washington D.C.

Once the national winners in each age group were selected, their artwork was sent on to the International competition in Paris, France.

Idaho was once again successful in the national competition with a winner in the 5-8 age group. Brandon Harper, from Moreland Elementary school in Blackfoot, Idaho, took third place honors in Washington.

The statewide competition was very intense with the number of entries we received. Schools from every part of the state were represented by many unique and imaginative artistic renditions.

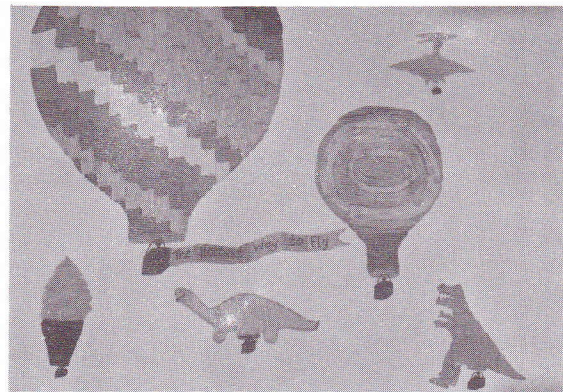
This issue of the newsletter includes photos of the winning entries, so you can see the high level of talent and range of aviation interests these students exhibited. We are already excited about next year's contest and we expect to double the number of entries.

Congratulations to all the students who competed and to the parents and teachers who supported their efforts.

N
A
T
I
O
N
A
L
L
Y

T
H
I
R
D

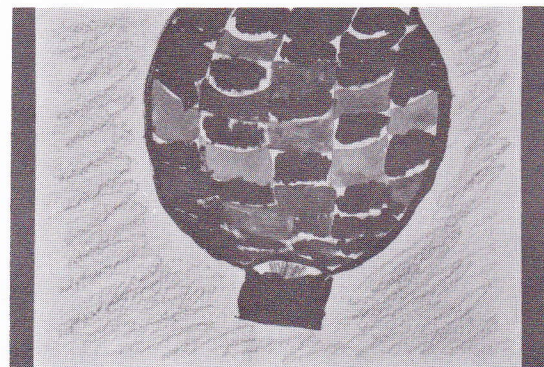
CATEGORY I AGES 5-8



1. **BRANDON HARPER**
Moreland Elementary
Blackfoot



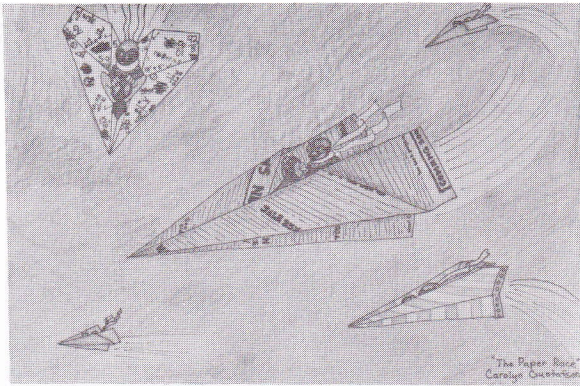
2. **JACOB BRIGGS**
Westside Elementary
Idaho Falls



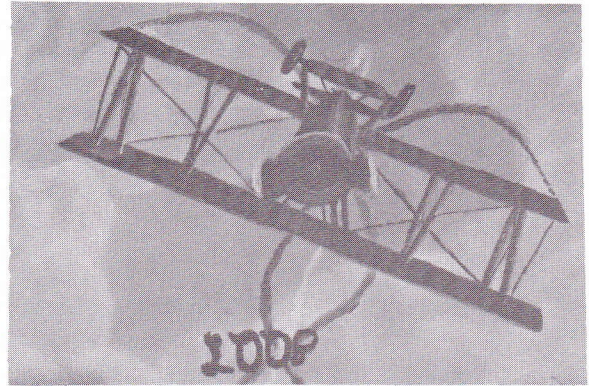
3. **MAUREEN SHEA**
Mc Millan Elementary
Boise

**"My Favorite
Air Sport"**

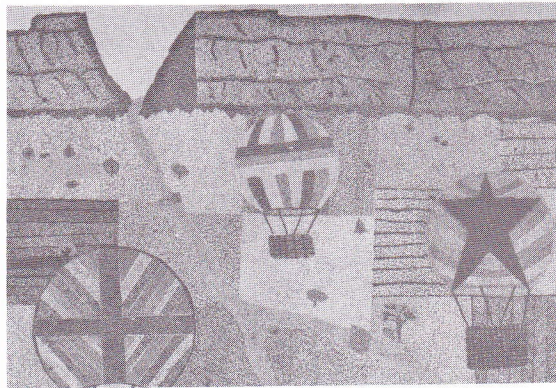
CATEGORY II AGES 9-12



1. **CAROLYN GUSTAFSON**
A.B. McDonald Elementary
Moscow



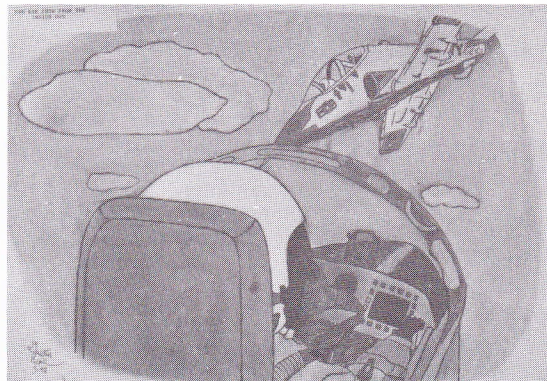
2. **ALBIN VESELKA**
Ross Elementary
Kuna



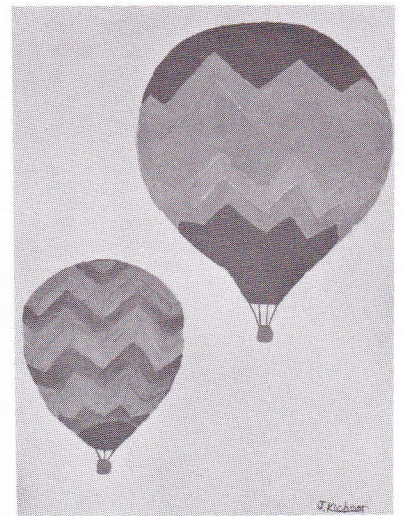
3. **CHANHPHENG NANHTHANON**
I.B. Perrine Elementary
Twin Falls



2. **MELENA JORGENSEN**
Franklin J.H.S.
Pocatello



1. **DUSTIN RUPE**
Mountain View Middle
School
Blackfoot



3. **JACOB KIRCHNER**
N. Bonneville J.H.
Ucon

MOUNTAIN FLYING VIDEO PROJECT COMPLETED

The mountain flying video project was undertaken at the Challis Mountain Flying Seminar, with the idea of developing an introductory video to show some of the backcountry airstrips and how to prepare for flights in and out of those types of airports. The video will now be distributed to several FBOs around the state and will be available to the public at those locations.

We also offer the video for sale to the general public. The cost of the tape plus shipping and handling will be \$15.00 (Idaho residents add 60 cents for sales tax). If you would like a copy, please send a check for the appropriate amount to: Idaho Bureau of Aeronautics, 3483 Rickenbacker Street, Boise, ID 83705. Revenue from all sales will be used to help offset the cost of production.

The video is not designed to be an instructional or "how to" tape. For experienced backcountry pilots it provides a quick review of planning considerations for a flight into the backcountry. For less experienced aviators, the video shows some of the available airstrips but emphasizes the importance of working with a qualified mountain flying instructor to get appropriate training before attempting this kind of flying. We hope you have a chance to see the video and would appreciate your constructive comments.

ACE ACADEMY

From August 2-7, the Bureau of Aeronautics will be co-sponsoring the first Aviation Career Academy (nicknamed "ACE") at Boise State University. This program, started by the FAA, gives students in grades 9-12 the opportunity to learn about the various careers that are open to them in the aviation industry. Students will hear from a variety of speakers and get the chance to take exciting field trips.

To make this a successful education endeavor we need your help. For a \$50 donation we will display literature (brochures, etc.) from your business. Since students are from around the state this is a good opportunity to spread the word to current and potential student pilots. Please join us in putting the future within reach of Idaho students by contacting John or Pam at 334-8775 to make your donations today!



NEW IDAHO PILOTS AND RATINGS

NAME	RATING	CFI/EXAMINER
Mary J. Hahn Leventhal	Private	Art Lazzarini
Thomas M. Mahoney	Commercial	Guy Turner
Shirley Ann Toth	Private	William Every
Patrick E. Simpson	Private	Ed Christianson
Ryan S. Luchsinger	Commercial	A.J. Sobian
Williana A. Faverensi	Instrument	James Nokodem
Gene Galloway	Private	Bill Lane
Ken Salzman	Private	Bill Lane
Eric Gilman	CFI	Bill Lane
Mike Marquette	Instrument	Bill Lane
Scott Gunter	Commercial	Eric Gilman
Keith Merrill	Commercial/Inst.	Eric Gilman
Reed Wilson	Private	Eric Gilman
Gordon Brooks	Private	Eric Gilman
Gary Shipley	Private	Eric Gilman
Ken Salzman	Instrument	Eric Gilman
Dorothy Galloway	Instrument	Eric Gilman
Paula Wood	Instrument	Eric Gilman
Ted White	Instrument	Eric Gilman
Dan O'Brien	Private	Eric Gilman
Ian Blasch	Private	Mackay Migel
Terry Johnson	CFII	Mike Lesperance
Mike Schmoll	Private	Keith Merrill
Marshall Egan	Multi-engine	Bob Clayton
Dave Ware	Private	Melvin Wagoner
Eric Gilman	Comm./M.E./Inst.	Melvin Wagoner
John Blakley	Commercial	Melvin Wagoner
J.B. Walton	Instrument	Melvin Wagoner
John Newhouse	Multi-engine	Melvin Wagoner
Brent Lenon	Multi-engine	Melvin Wagoner
Greg Suttner	Multi-eng/Inst.	Melvin Wagoner
Charles Garrison	Comm./M.E./Inst.	Melvin Wagoner
Bob Niedner	Multi-eng/Inst.	Melvin Wagoner
Max Gallup	Multi-engine	Melvin Wagoner
Keith Merrill	CFI/CFII	Melvin Wagoner
John Newport	Instrument	Melvin Wagoner
Scott Gunter	CFII	Melvin Wagoner
John Newport	Multi-eng/IFR	Melvin Wagoner
Ken Salzman	M.E.	Melvin Wagoner
Brian Fahey	Commercial	Scott Gunter
Douglas M. Ray	Instrument	Jean Seiber
Chuck Fuller	Private	Craig Nichols
Kevin Weaver	M.E.	Jay Morris
Alan Colson	Instrument	Steve Murri
Craig Nichols	ATP	
Mike Gnoner	Private	Richard Harper
Mark Hunter	Private	Mike Lasperence
James Dokos	Private	Hal Creighton
Scott Turvey	Private	Don Novas
Edgar A. Hillis	Instrument/AP Inst	Jim Jorgensen
Frank Lesten	MEL	Jay Morris
Richard Harper	MEL Instrument	Bruce Winn
Jim Johnston	Comm./Inst.	Tim Castro
Pat Sullivan	Commerical	Tim Castro
Bonnie Patrick	Private	John Reed
Richard Newman	Private	Eric Gilman
Mark O'Reilly	Commercial	Shawn Derrick
John Humphries	Instrument	Lynn Clark
Alan Cook	Commercial Heli.	Gary Mill
John Bassman	Private	John Michels
Wade Bowman	Commercial Heli.	Gary Mill
Rod McInelly	Commercial Heli.	Gary Mill
Michael Mickelsen	Commercial Heli.	Gary Mill
Mark Miller	Commercial	Rudy Bertsch
Tom Tertling	ATP	N/R
James Crawford	Private	Richard Harper

CALENDAR OF EVENTS

Date	Activity	Location/Contact
July		
8-12	NW EAA Fly-In Arlington, WA	(206) 435-5857
10-12	Kalispell Family Fly-In	Idaho Bureau of Aeronautics (208) 334-8775
18	99s Fly-In/Work Day at Warm Springs	Mary Christofferson 342-0514
21	FAA Brown Bag- Airway Facilities	BOI Airport Terminal-VIP Room John Goostrey/334-1238
25	IAA Fly-In Cascade Reservoir Airstrip (hopefully)	Marv Gregersen, 334-4251
August		
1	USFS Work Day at Landmark	Jerry Terlisner, 344-1600
1-16	Sun Valley Sailplane Regatta	Hailey, ID Suzanne Connor, 788-3054
3-7	Aviation Career Academy	Idaho Bureau of Aeronautics 334-8775
5	FAA Brown Bag	John Goostrey/334-1238
8	Homedale Fly-In	Homedale Chamber of Commerce (208) 337-3328
22	IAA Fly-In and Barbecue	Big Creek Airport Marv Gregersen, 334-4251
22-23	Wilderness Within Reach	Chamberlain Basin/Big Creek Joe Corlett, 336-1097
31-1	Confederate Air Force display	MK hangar (B-29/B-24)-IAHOF Andy Harris, 338-1811

September

2	FAA Brown Bag	John Goostrey/334-1238
5	Smiley Creek Fly-In	Idaho Bureau of Aeronautics (208) 334-8775

October

10	IAA Fly-In	Graham USFS Airstrip
----	------------	----------------------

Any organization wishing to have their meetings or activities published in the *Idaho Aviation Report* may contact Ray Glidden, Idaho Bureau of Aeronautics, at (208) 334-8775 or write to 3483 Rickenbacker Street, Boise, ID 83705.

A special thanks to Vern Ziegler of Ziegler Lumber (Spokane, Washington) for the donation of a "shower" for Cavanaugh Bay Airport!

AERO BOARD APPROVES 1993 AIRPORT GRANTS

The Idaho Aeronautics Board approved a list of fifteen state grants to municipal airports for FY 1993 totaling \$303,100. Projects marked with an asterisk provide match for FAA-funded improvements; on all others costs will be shared equally by the Bureau and the local airport authority:

<u>AIRPORT</u>	<u>DESCRIPTION</u>	<u>GRANT AMOUNT</u>
Miscellaneous	Inventory restock/small projects	\$20,000
*Lewiston-Nez Perce County	Taxiway signs, runway distance- to-go markers, security fence, and crack seal and seal coat asphalt surfaces	45,000
*Coeur d'Alene	Runway reconstruction	50,000
*Sandpoint	Update master plan	4,000
*Arco-Butte County	Extend runway, expand apron, and relocate county road	39,000
*Buhl	Crack seal and seal coat runway and parallel taxiway, construct taxiway, and rehabilitate taxiway	16,800
*Cascade	Environmental assessment	1,400
*Mountain Home	Rehabilitate asphalt surfaces, extend runway, MIRL, partial parallel taxiway, expand apron, remove obstruction, PAPI, and fence	15,200
*Caldwell	Planning and construct taxiway	13,950
Arco	Non-directional radio beacon (NDB)	15,750
Craigmont	Crack sealing	4,700
Payette	Rehabilitate runway	7,200
Glenns Ferry	Runway sand slurry seal coat	12,800
Preston	Resurface apron	27,300
Aberdeen	Medium intensity runway lights	30,000
	TOTAL	\$303,100

Idaho Bureau of Aeronautics
3483 Rickenbacker
Boise, ID 83705

(ADDRESS CORRECTION REQUESTED)

BULK RATE
U.S. POSTAGE
PAID
Boise, Idaho
Permit No. 143